

COUNTRY East Germany
Approved For Release 2003/12/04 : CIA-RDP80-00810A000900540006-7
25X1

TOPIC Schorfheide Airfield

EVALUATION see below PLACE OBTAINED [redacted] 25X1C

DATE OF CONTENT early January to 14 February 1953

25X1C DATE OBTAINED [redacted] DATE PREPARED 16 March 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

25X1

25X1X

[redacted]

[redacted]

25X1X

25X1 [redacted] 1. In early January 1953, [redacted] that Schorfheide airfield was constructed by the Bauunion Brandenburg. A previous order for the improvement of Tutow airfield was withdrawn.¹

2. In February 1953, the entire area of the field was logged off. Tree stumps were still being trucked away. A portion of the area was already levelled. A strip for the runway was being excavated in a width of 80 meters and a depth of about 50 cm. Surveying markers with a triangle at their tops had been set up in the middle of the projected runway.

3. In mid-February a total of about 1,200 workers were employed at the field. The spur track had been completed as far as the concrete mixing plant, where a large shed had been erected presumably for the storage of cement. [redacted] the spur track was not yet used because its construction did not meet the prescribed standards. The temporary buildings of the Soviet construction headquarters were located in forest district No 125. The following barracks buildings were under construction in forest district No 126:

I : Administrative building, already fully equipped.

II: Finnish steam bath, nearing completion.

III: Two-story quartering building, 40 x 15 meters.

III, 1)

IV) Same as III.

IV, 1)

VI: Headquarters building. 2

25X1

CLASSIFICATION SECRET [redacted] 25X1

629

SECRET/

25X1

- 2 -

25X1

4. Construction work was executed by the Bauunion Brandenburg. Construction supervisor von Roedern (fmu) was replaced by one Teutsch (fmu). One Ney (fmu) was in charge of above ground construction work, one Kunze (fmu) in charge of underground construction work and the building of the runway. One Schweda (fmu) was in charge of material supply and one Gregor (fmu) in charge of transportation matters. The construction office of the Bauunion Brandenburg was in forest district No 127.

5. Three transformer stations were observed in the area of the airfield. They were connected with the power transmission line of 1,500 volt which allegedly came from Zehdenick via Grossvaeter and terminated at the airfield between forest districts Nos 191 and 192.

25X1X

6. Schorfheide airfield was built by order of a Soviet Air Force headquarters in Werder. The Soviet representative at the airfield was Lieutenant Colonel Romanyenkov (phonetic spelling) (fmu), who was assisted by a German engineer whose name may have been Schmidt. The technical organization of the construction work was in the hands of a Soviet agency in Leipzig, which had a branch office in Gross Doeblin. Its postal address was "Construction Site Kirik, formerly W 101, Gross Doeblin". Construction work was supervised by Soviet Colonel (Eng) Kirik (fmu), whose deputy was Lieutenant Colonel Alekseev (phonetic spelling) (fmu). Chief engineer at the field was Lieutenant Colonel Yelizov (phonetic spelling) (fmu); supply officer was Lieutenant Colonel Radyanov (phonetic spelling) (fmu), who wore crimson service color. Construction work was also supervised by one Major Sharov (phonetic spelling) (fmu).³ German personnel attached to the Soviet construction headquarters included one Sienert (fmu), chief of the personnel section, one Fuhrmann (fmu) in charge of supply matters, and Frau Fischer (fmu) a Soviet citizen married to a German and living in Berlin. The German construction staff of the Bauunion Brandenburg was headed by one Teutsch (fmu). Kunze and Ney (fmu) were in charge of above ground and underground construction work respectively. When Major Sharov once complained about the slow progress of construction work at the field he stated that the installation would later be taken over by the Germans.

- 25X1 7. a location sketch of the installations at the airfield, status of 1 February 1953. ⁴

25X1A

1. Comment. The cancellation of construction work at Tutow airfield in favor of an accelerated completion of Schorfheide airfield was transmitted previously.

25X1

25X1A

2. Comment. Excavation work on the runway was started in early January. For western end of this runway, see Annex 2 to . The data on the width of the runway and the depth of the excavation are believed to be correct. The intended length of the runway is still unknown. In a previous report it was stated that the runway would be 3,750 meters in length. A sketch 25X1A

SECRET/

25X1

SECRET/

25X1

[redacted]

25X1

- 3 -

which was not disseminated indicates that the runway would be made 5,500 meters long. However, the latter statement appears incredible. The work force employed at the field was not yet been increased to 3,000 meters as intended for early 1953.

25X1A

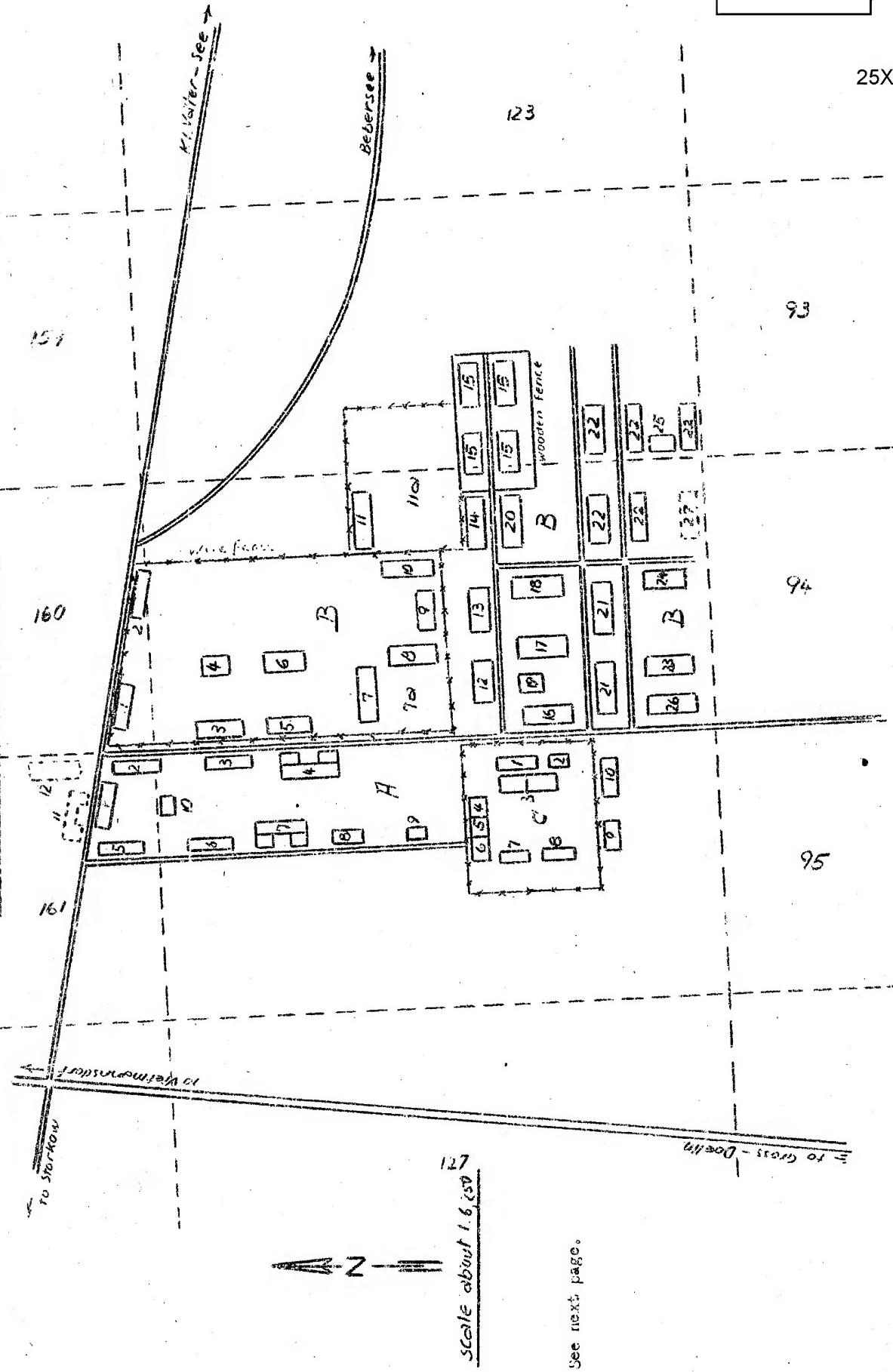
3. [redacted] Comment. Lieutenant Colonel Romanyenko was previously known as being the representative of the Werder construction headquarters. Colonel Kirik was repeatedly mentioned as chief construction supervisor at Schorfheide airfield. The names of the other officers mentioned are reported for the first time.
4. [redacted] Comment. For location sketch of installations at the airfield and their utilization, see Annex.

25X1A

SECRET/

25X1

25X1



SECRET/

25X1

Legend of Annex

- 2 -

25X1A

- A Permanent barracks buildings, all of them provided with saddle roofs
- B Single-story temporary buildings
- C Temporary buildings used by the Bauunion Brandenburg; they will be dismantled after completion of the project.

- A:
 - 1 Headquarters building, three stories, 13.88 x 45 meters
 - 2 Quartering building, three stories, 14.80 x 50 meters
 - 3 Same as 2, but without basement
 - 4 Messhall and kitchen, two stories
 - 5 Administrative building and billets for Soviet officers, three stories, 15.26 x 49 meters
 - 6 Same as 5
 - 7 Same as 4
 - 8 Finnish steam bath, 14 x 29 meters
 - 9 Transformer station
 - 10 House for Colonel Kirik, 8 x 3 meters
 - 11 Projected, same as 4
 - 12 Projects, same as 2

- B:
 - 1 Soviet clubhouse, 12 x 30 meters
 - 2 HQ shop, 8 x 10 meters
 - 3 Headquarters of Soviet construction staff, 12.63 x 42.63 meters
 - 4 Kitchen, 12 x 16 meters
 - 5 Accomodations for officers of the Soviet construction headquarters, 12.63 x 42.63 meters
 - 6 Accomodations for female personnel of the Soviet construction headquarters, 12.63 x 42.63 meters
 - 7 Garage and motor vehicle repair facilities, 12 x 40 meters
 - 7a Parking lot for German trucks
 - 8 Storage facilities of the Soviet construction headquarters; plumbing and electric wiring material

25X1

SECRET/

25X1

SECRET/

25X1
25X1A

- 3 -

Legend of Annex to

- 9 Storage of lumber
- 10 Storage of iron
- 11 Repair shop of the Soviet motor transport unit and fuel dump
- 11a Parking lot for 30 to 40 three-ton ZIS trucks
- 12 Office of Major Sharof (phonetic spelling) and German employees of the Soviet construction headquarters, 12.62 x 42.62 meters
- 13 Accomodations for German workers of the Bauunion Brandenburg
- 14 Kitchen of the Bauunion Brandenburg
- 15 Four temporary quartering buildings for Soviet engineers each of them 12.50 x 35 meters, surrounded by a board fence 2.50 meters high
- 16) Accomodations for German workers, each 12.63 x 42.63 meters
- 17)
- 18)
- 19 Toilets, 6 x 6 meters
- 20 HO shop, 14 x 50 meters
- 21)
- 22) Temporary quartering facilities for German workers
- 23)
- 24 Dispensary, 12.50 x 35 meters
- 25 Toilets
- 26 Accomodations, 12.63 x 42.63 meters
- 27 Projected, accomodations, 12.50 x 35 meters

- C:
- 1 Wooden shed
 - 2 Circular saw
 - 3 Storage facilities (nails and blankets)
 - 4 Locksmith shop
 - 6 Mechanics shop
 - 7 Dispensary
 - 8 Bicycle shed
 - 9)
 - 10) Toilets

SECRET/

25X1